The Newsletter of the Queen Anne Historical Society, Seattle, WA

QUEEN ANNE COBBLESTONE

MARCH, 2010

Mountains of Gold and the Hill

Set Your Calendar: March 24, 7pm, at McClure

ON THE TRAIL IN ALASKA (COURTESY ALASKA STATE LIBRARY)

The next meeting of the Queen Anne Historical Society on Wednesday, March 24, 2010, at 7 p.m, will feature the story of how the Klondike Gold Rush of 1897-98 made Seattle the metropolis we know today. Bob Scauzilla, park ranger with the Klondike Gold Rush National Historical Park, Seattle Unit, at 319 2nd Ave. S., will speak on Seattle's involvement in the gold rush, including the role of Queen Anne residents in the frenzy and fortunes of the time. The program begins at 7:00 pm in the library of McClure Middle School at First Ave. W. and W. Crockett St. Refreshments will be available.

Further information may be obtained by calling (206) 438-2740 or (206)

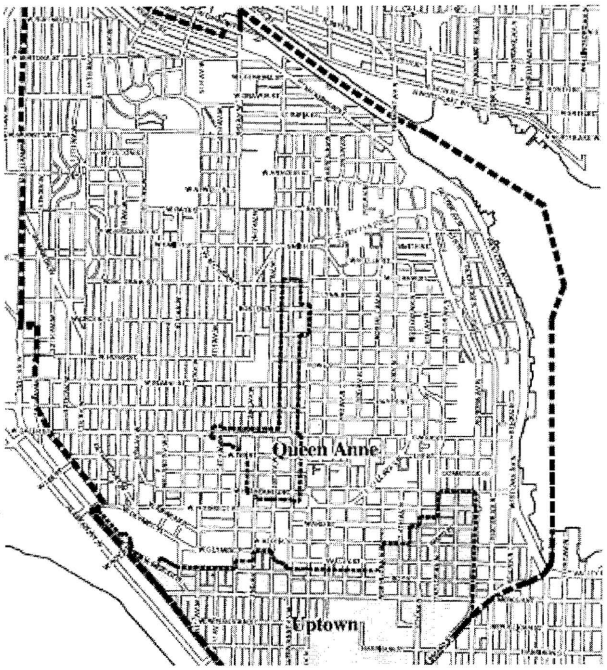
SPECIAL POINTS OF INTEREST:

- Gold helped launch fortunes in Seattle, and the city itself … hear about it from an expert March 24
- Light Rail reaches Queen Anne … 100 years ago!
- Pacific Science Center applies for landmark status
- Making ends meet 75 years ago ... by Mark
- Looking ahead: Next QAHS meeting May 27

What's in … what's out

Often, the question of "what is Queen Anne" comes up when deciding what boundaries the Society must keep.

We have a guide: the Strategic Planning Office for the City of Seattle. Their map, at http://www.seattle.gov/neighborhoods/npi/maps/quapa.pdf, gives us a working definition, and means the story of the Gates Foundation is now commingled with Queen Anne history.



INSIDE THIS ISSUE:

Pacific Science Center Landmark application 2

Lower Kinnear Park meetings continue 2

Interurban and Queen Anne Hill 100 years ago 3

At Your Service 3

The rubber-band mafia 4

Pacific Science Center files for Historic Landmark Nomination

A CITY ICON APPLIES FOR LANDMARK STATUS ... AND OUR CHILDREN'S CHILDREN WILL BENEFIT

NIGHT SCIENCE. (PHOTO COURTESY OF THE PACIFIC SCIENCE CENTER)

On February 26, 2010, Pacific Science Center filed to nominate its Seattle campus as a City of Seattle Landmark. Its iconic arches still greet young and old curious minds after 48 years.

When it opened in 1962, the Center became one of the first science centers in the nation.

"Our new strategic plan, developed with broad community input, lays a foundation for the Science Center to better serve guests of all ages and stages of life. An upcoming master planning process will help improve the experience for the generations of children and families who will visit in the next 50 years."

A landmark designation would cloak the Center's physical plant with the Landmark Commission's oversight for many generations, preserving the complex as a tribute to the soaring optimism in science and technology during the 1960s, and as an enduring educational center for the City.

The Queen Anne Historical Society is very pleased by this nomination and will be supporting the Pacific Center throughout the landmarking process. Many people are unaware that the building and grounds are not owned by the City of Seattle and do not receive funds for upkeep. In addition to protecting this beautiful icon of the 1962 Seattle World's Fair, landmark status will enable the Pacific Science Center to qualify for grants to upgrade and maintain its aging infra-

Friends of Lower Kinnear Park

From the FOLKpark folks:

Friends of Lower Kinnear Park (FOLKpark) is transforming Seattle's oldest park into a thriving urban forest for our community. The workshops will continue on Thurday, April 8, at Bayview Retirement Community, 11 W. Aloha Street. All workshops start at 6:30 p.m.

More information on FOLKpark is available at www.folkpark.org, and Kinnear Park history can be searched at www.qahistory.org.

100 Years Ago ... Light Rail serves Queen Anne

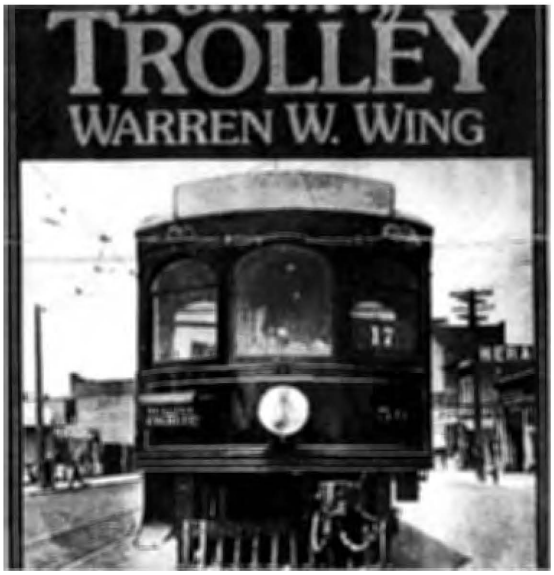
Stone & Webster completed the line to Everett in 1910 and launched the inaugural run south on April 30th with a carload of company officials and Everett civic leaders. There were 30 stations along the 29-mile route.

Crossing the ship canal, the route continued south along Westlake Avenue to 5th Avenue and the lobby of the Shirley Hotel, between Pike and Pine, which served as the first depot. South of 85th Street, the interurban used city trolley tracks and was contractually forbidden from picking up local (intracity) passengers.

Interurbans, however, remained a marginal business because of ever-increasing competition from cars, trucks and buses, and the construction of roads to serve them. Even Stone & Webster saw the light of convenient and flexible bus service and starting their own bus line in 1915.

The company's decision to abandon the service, announced on January 20, 1939, had been expected. The headline in the Everett Daily Herald said simply, "Once Busy Interurban Line to Discontinue Service." The article went on to say, "The Everett-Seattle Interurban, once part of an ambitious dream of railroad builders to girdle the state with electric railways, has succumbed to changed transportation methods."

[Credits: Snohomish County and historylink.org]



THE INTERURBAN (COURTESY BIRNEY TROLLEY MUSEUM LIBRARY)

OUR MISSION STATEMENT

THE MISSION OF THE QUEEN ANNE HISTORICAL SOCIETY IS TO RECORD AND PRESERVE, IN PERMANENT FORM, THE HISTORY OF THE SETTLING OF THE QUEEN ANNE COMMUNITY IN SEATTLE, WA AND TO DEVELOP WITHIN THE COMMUNITY AN APPRECIATION AND CONCERN FOR ITS HISTORY AND ITS HISTORICAL SITES.

At Your Service ...

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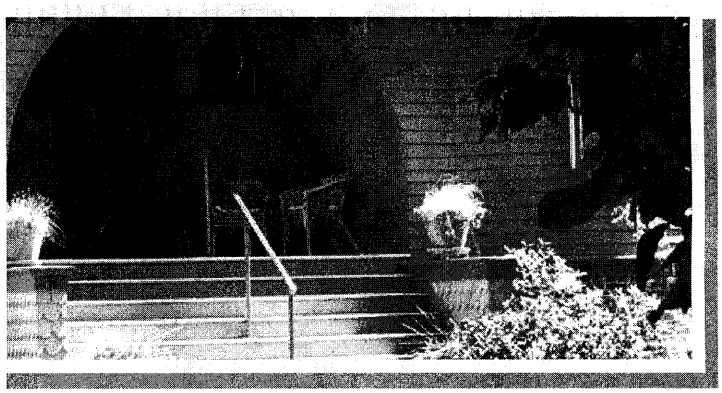
Dealing with the Other Great Recession: the rubber band venture.

Times were tough on Queen Anne Hill, too. Early in the downturn, the Goweys were renting the aging Victorian home on the Hill for $10 a month, or "as they could". People were walking away from their homes, leaving all their furniture. The unemployed would find the abandoned furniture and use it for firewood.



To make ends meet in 1930, Clarence Gowey decided to supply rubber bands to a shoe store doing a booming business, Nordstrom's. He bought a rubber-band machine and put it in his basement. To make the rubber-bands, he'd go out in in the evenings with his son, Lawton, and find the best discarded inner-tubes (cars back then had inner-tubes in their tires). The machine would then slice the inner-tubes into the thin, long rubber-bands that could be stretched around the boxes of women's shoes that Nord-strom's was briskly selling.

One evening, the Goweys Model-T was torched in their driveway. The perpetrators were believed to be a rival rubber-band making outfit in Seattle. Times were tough — and business rough.

The Goweys eventually purchased the home in 1933, using the proceeds from the sale of Clarence's stamp collection to supply a down payment. The family enjoyed nearly 50 years in the house, selling it to Historic Seattle in 1980.

The Ankeny-Gowey House stands on 2nd West just above Olympic Place. This is a story related to Mark Huck by one of the Gowey grandchildren

"KINNEAR HOME"

QUEEN ANNE HISTORICAL SOCIETY